The following documents were obtained from the

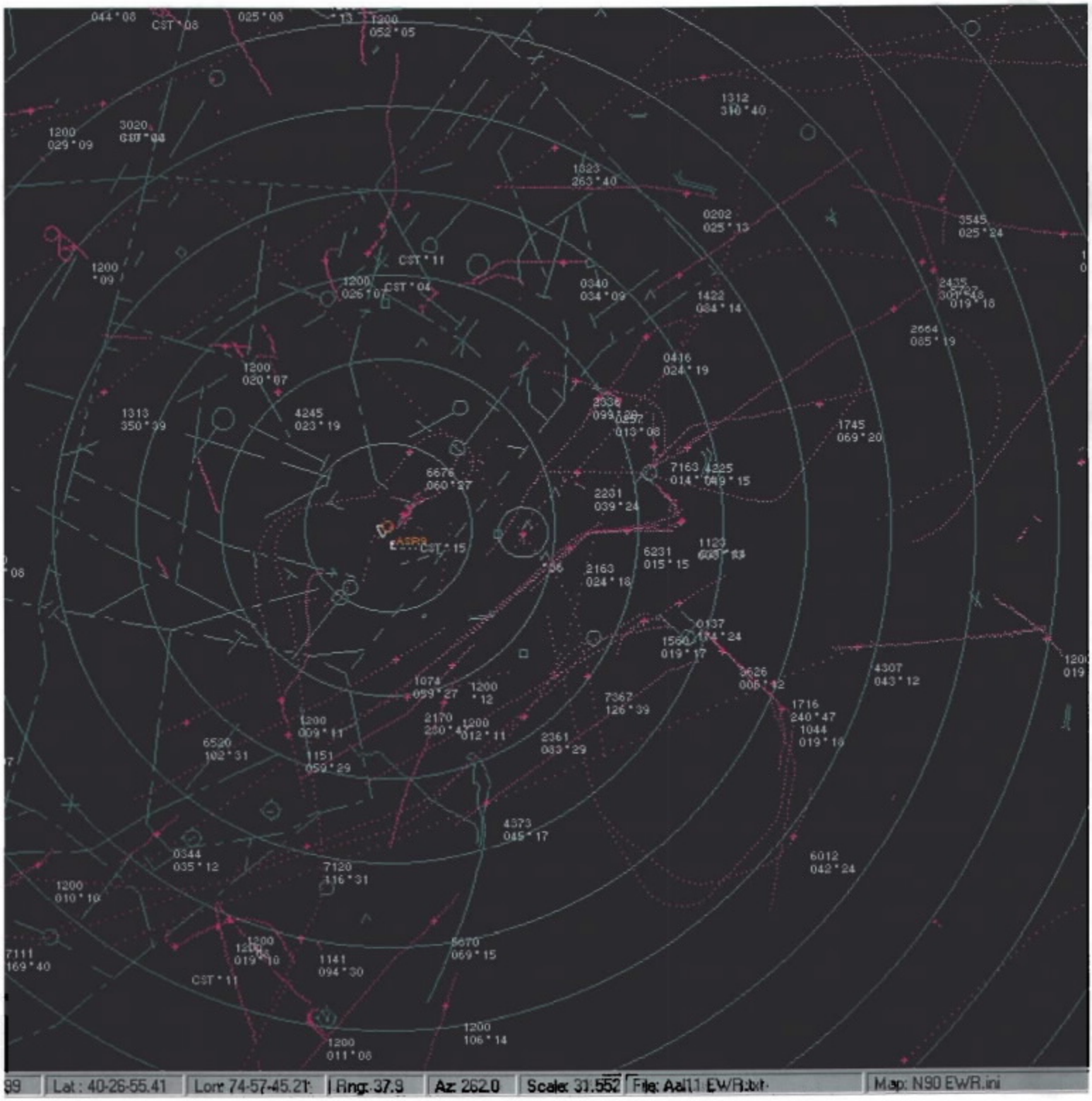
AAT-200

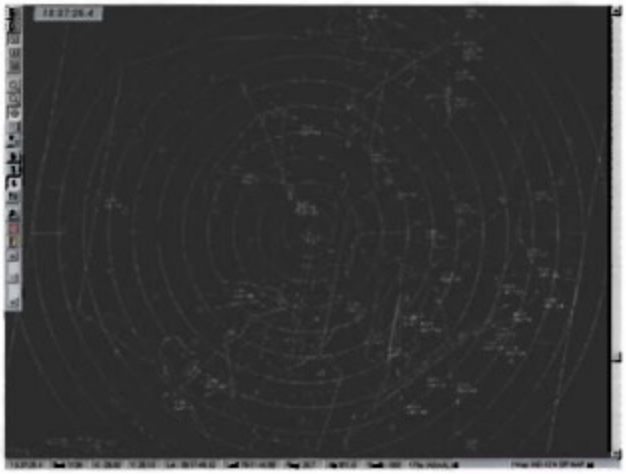
LAN (S-Drive)

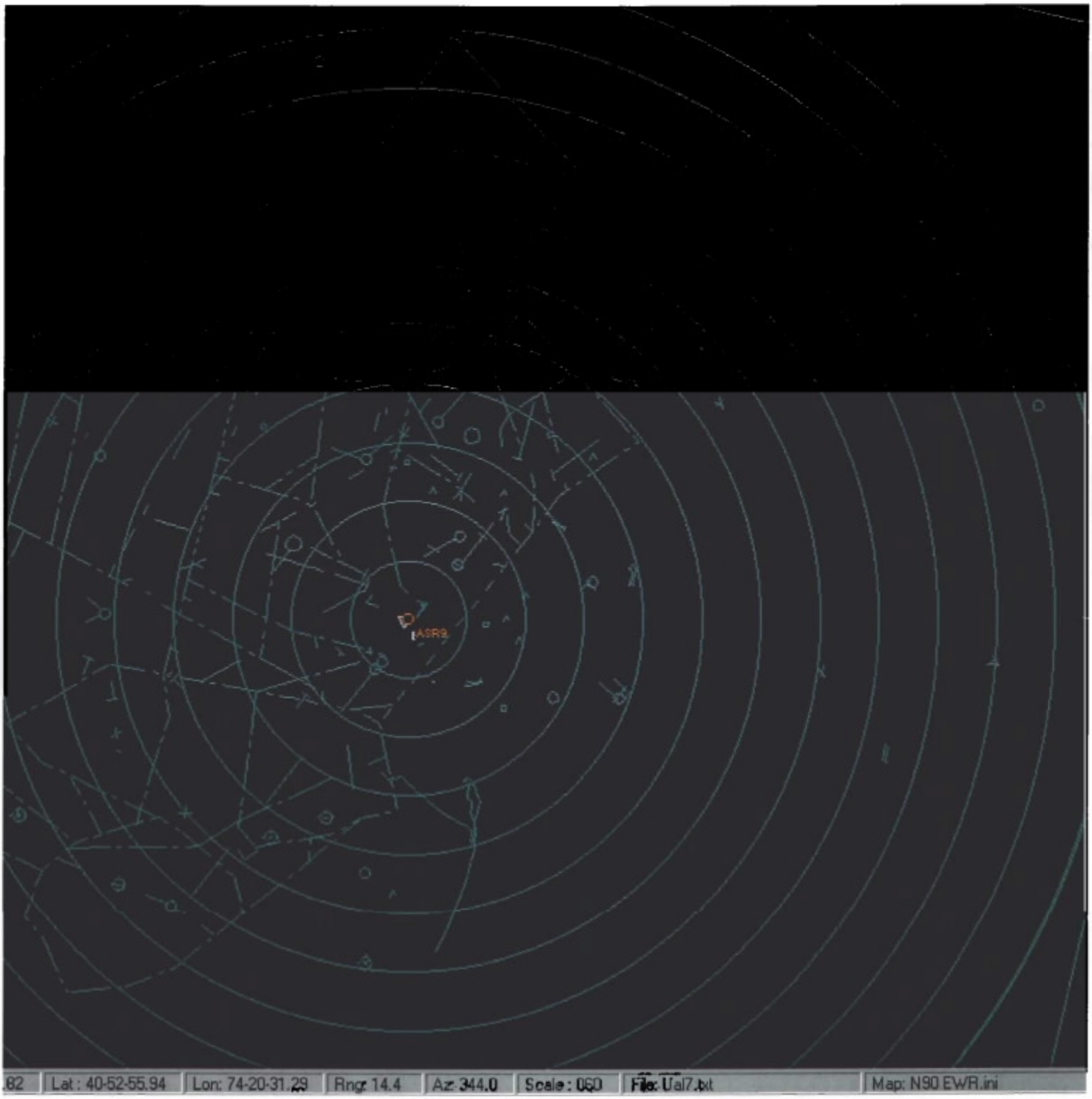
91101 Subfolder

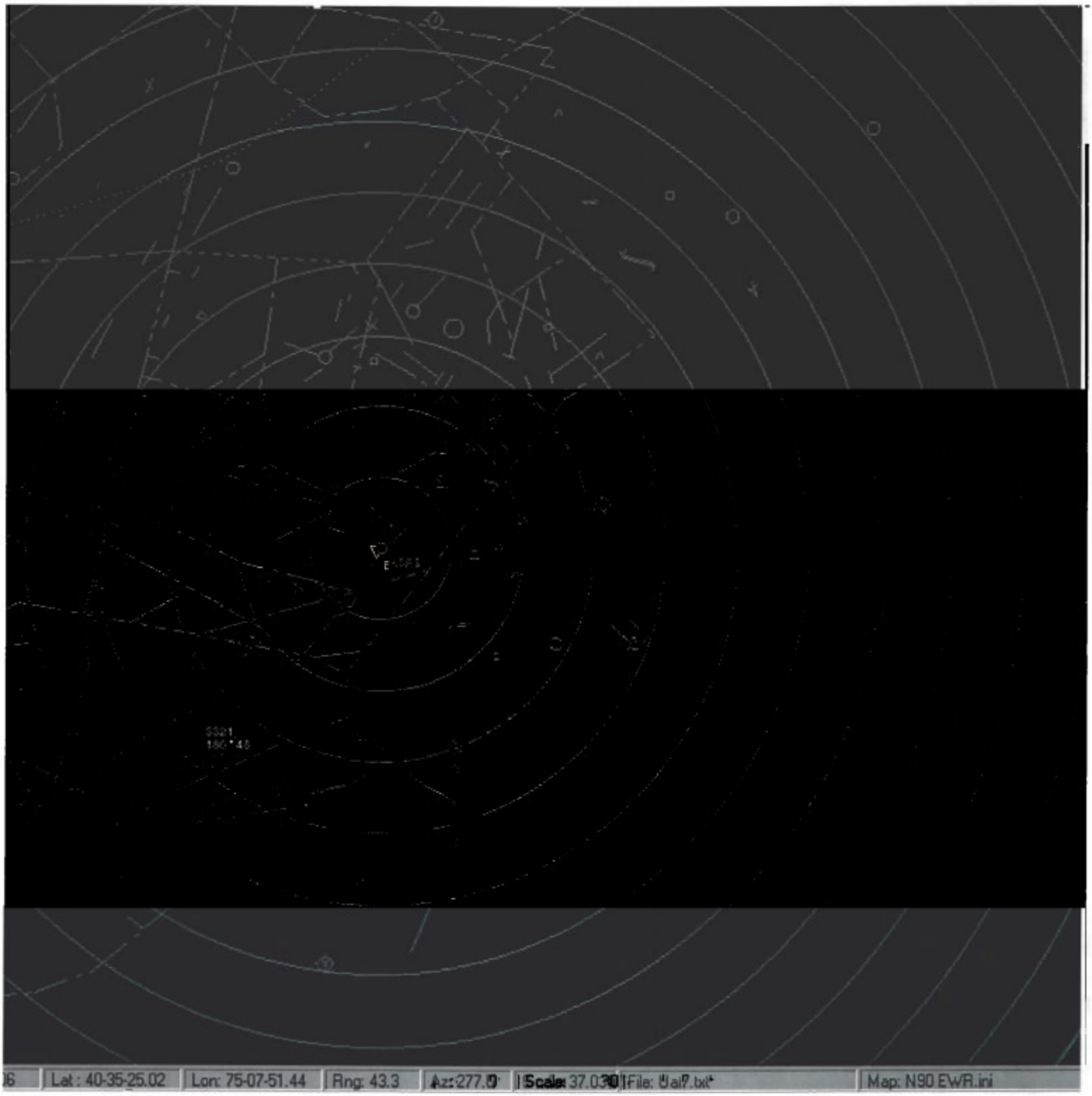
Request List from FAA Facilities
Last Update 9/11 1930ET

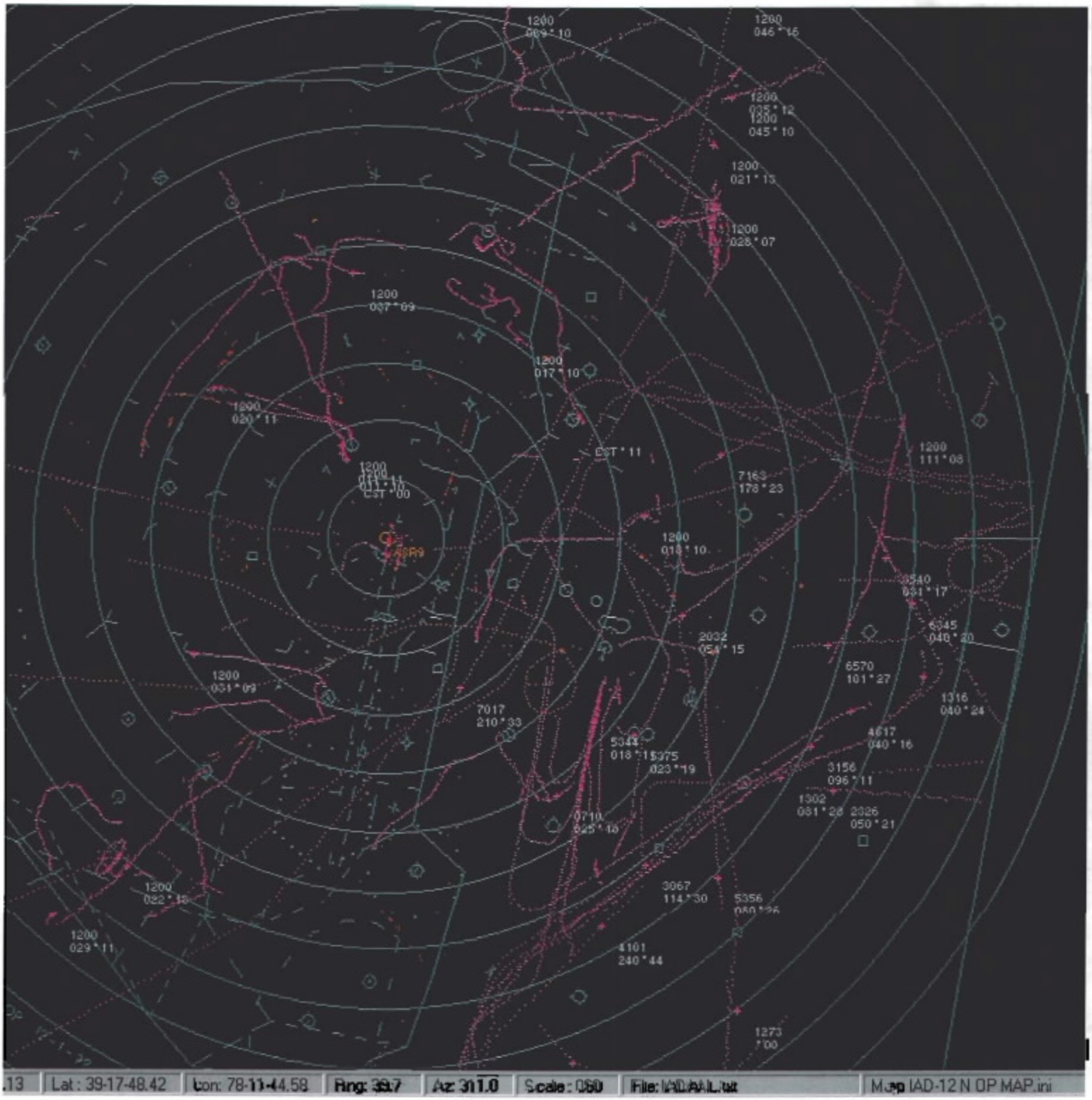
AEA – Voice and CDR data in RAPTOR format from:	
New York TRACON – Time 0930-1015ET	Received
Washington National – Pentagon	Received
Dulles – Both Pentagon and Camp David incidents	received
Pittsburgh – Camp David incident	Received
Washington Center radar for AAL77	Received
Washington Center voice	Received
New York Center radar	Received
New York Center voice replay	Received
Voice tape Millville AFSS	Waiting
AGL - Voice and CDR data in RAPTOR format:	
Cleveland for UAL1898	Waiting
Cleveland Center radar for AAL77	Received
Cleveland Center voice replay for AAL11.	Received
Indianapolis Center radar	Received
Indianapolis voice tape via telephone	Received
Cleveland Center radar for DAL1989	Waiting
Cleveland Center voice for DAL1989	Waiting
ANE - Boston Center radar and voice replay	Received


Lat: 40-26-55.41
Lon: 74-57-45.21
Rng: 37.9
Az: 262.0
Scale: 31.552
Map: N90 EWR.ini




ASR9
.82
Lat : 40-52-55.94
Lon: 74-20-31.29
Rng: 14.4
Az: 344.0
Scale : 060
File: Ual7.txt
Map: N90 EWR.ini


Lat : 40-35-25.02
Lon: 75-07-51.44
Rng: 43.3
Map: N90 EWR.ini


1200
009 * 10
1200
046 * 16
1200
035 * 12
1200
045 * 10
1200
021 * 15
1200
028 * 07
1200
037 * 09
1200
017 * 10
1200
020 * 11
EST * 11
1200
111 * 08
7163
178 * 23
1200
018 * 10
6540
031 * 17
6345
040 * 20
2032
054 * 15
6570
101 * 27
1316
040 * 24
1200
031 * 09
7017
210 * 33
4617
040 * 16
5344
018 * 15
5375
023 * 19
3156
096 * 11
1302
031 * 28
2326
050 * 21
0710
025 * 15
1200
022 * 15
3067
114 * 30
5356
1200
029 * 11
4101
240 * 44
1273
* 00
Lat : 39-17-48.42
Az: 311.0
Scale : 060
Map IAD-12 N OP MAP.ini

ROUGH DRAFT TRANSCRIPT UAL93

CONVERSATION BETWEEN ZOB AND HUNTRESS MILITARY

1403:40 LINE ACTIVATED (RING LINE)
04:12 (HUNT) I NEED A NUMBER FOR THE CHICAGO SECTOR OR SOMEONE DEALING WITH CHICAGO
:25 (ZOB) OK HOLD ON A QUICK SECOND
:35 (ZOB) OK YOU NEED A NUMBER FOR CHICAGO?
:45 (HUNT) OK THEY JUST GAVE IT TO US I'M SORRY
1406:38 LINE ACTIVATED
:48 LINE RINGING
:53 (HUNT) I BELIEVE I WAS THE ONE TALKING ABOUT DAL1989
:58 (ZOB) FORGET ABOUT THAT..WE GOT A UAL93 ARE YOU AWARE OF THAT? THAT HAS A BOMB ON BOARD
1407:05 (HUNT) A BOMB?
:30 (ZOB) DID YOU SCRAMBLE YET?
:35 (HUNT) YES , SELFRIDGE AND TOLEDO
:43 (ZOB) DID YOU REALLY?
:52 (HUNT) CAN YOU GIVE US THE LAT/LONG ?
:58 (ZOB) WESTMORELAND
1408:08 (HUNT) DO YOU HAVE THE LAT/LONG?
:21 (ZOB) I DON'T HAVE THEM RIGHT NOW
:27 (HUNT) DO YOU KNOW WHERE HE'S GOING TO OR COMING FROM?
:32 (ZOB) ALL I KNOW IS UAL93 HAS A CONFIRMED BOMB ON BOARD
1409:01 (HUNT) WAS THAT CONFIRMED BY THE PILOT?
:08 (ZOB) IT WAS CONFIRMED ON THE FREQUENCY
:19 (HUNT) DO YOU HAVE HIS MODE 3 OR LAST KNOWN MODE THREE?
:39 (ZOB) HIS LAST MODE3 WAS ONE FIVE TWO SEVEN (1527) AND I HAVE THE LAT LONGS…THREE NINER FIVE ONE NORTH..ZERO SEVEN EIGHT FOUR SIX WEST..CAN YOU SCRAMBLE ON IT?
1410:16 (HUNT) WE ARE WORKING IT AND WE WILL ..WHAT CENTER IS THIS?
:38 (ZOB) CLEVELAND
:44 (HUNT) OK WE HAVE FOUR, TWO SELFREDGE AND TWO TOLEDO, LET ME SEE WHERE THEY ARE HEADED, THEY ARE PROBABLY GOING TO GO TOWARDS THE UAL93. I WILL CALL YOU BACK WITH ANYTHING I HAVE
1411:30 (ZOB) OK
1413:32 (ZOB) HEY JOHNSTOWN TOWER YOU HAVE A NOVEMBER TWO ZERO VICTOR FOXTROT INBOUND, I NEED HIM TO CALL THE OMIC @ [redacted]

Sep 15 01 09:20p

1413:40 (JST TOWER) OK
1422:12 (HUNT) HUNTRESS MILITARY
:15 (ZOB) ZOB MILITARY
:18 STAND BY SIR, GO AHEAD
:28 (ZOB) REFERENCE UNITED NINTY THREE
:35 (HUNT) YES UAL93 WE GOT CONFIRMATION THE AIRCRAFT WENT DOWN NORTH EAST OF CAMP DAVID.. LAST KNOWN POSITION WAS THREE NINER FIVE ONE NORTH BY ZERO SEVEN EIGHT FOUR SIX WEST.. EXACTLY WHERE HE WENT DOWN
1423:14 (ZOB) OK THANK YOU
1426:22 (ZOB) STING ONE ONE AT TOLEDO ARE TNOSE THE ONES YOU SCRAMBLED
:34 (HUNT) THEY ARE GOING UP ON THREE TWO EIGHT POINT ZERO

SUBSEQUENT CONTACT INVOLVED FREQUENCY ASSIGNMENTS FOR THE FIGHTERS AND SOLICITATION OF ASSISTANCE TO INVESTIGATE MODE C INTRUDERS AFTER THE ORDER TO LAND ALL AIRCRAFT. TWO INTRUDERS WERE INVOLVED. ONE WAS FORCED TO LAND AND THE SECOND HAD LANDED PRIOR TO THEIR ARRIVAL.

Sep 15 01 09:20p

Date: 09/28/2001 8:55 AM
Sender: Mark W Olsen
To: Douglas Gould
Priority: Normal
Subject: Fwd[2]:Information Request

Per your request oh gracious one.

Mark

_____Forward Header_____

Subject: Fwd:Information Request
Author: Mark W Olsen
Date: 9/28/2001 7:46 AM

Dan,

Late, but nevertheless here's the info you requested.

Mark

_____Forward Header_____

Subject: Information Request
Author: Allan Turmelle
Date: 9/28/2001 7:25 AM

Only one aircraft departed BOS for LAX during the period 1030-1200 UTC. I have taken the liberty to list other aircraft outside the time and destination parameters.

Company	Type	Call sign	Proposed	ATD	Destination
American	B/B762/E	AAL11	P1145	1200	Los Angeles
American	T/MD80/A	AAL461	P1040	1050	Dallas
	H/A306/I	AAL1019	P1055	1113	San Juan
	L/B757/E	AAL181	P1100	1118	Los Angeles
	T/MD80/G	AAL1663	P1105	1117	Dallas
	B/B762/E	AAL1547	P1125	1139	Orlando
	L/B752/E	AAL269	P1200	1208	San Jose
	L/B757/E	AAL1857	P1215	1230	Dallas
	B/B762/E	AAL195	P1300		San Francisco
	T/B738/E	AAL277	P1330		San Diego
	L/B752/E	AAL145	P1500		San Jose
America West	T/A320/E	AWE61	P1122	1135	Las Vegas
	T/A319/E	AWE184	P1337		Phoenix
Delta	L/B752/E	DAL355	P0950	1004	Dallas
	T/B738/E	DAL565	P1100	1115	Salt Lake City
	B/B763/E	DAL915	P1115	1129	Atlanta
	H/B763/Q	DAL211	P1300		Bermuda
	B/B763/E	DAL1989	P1200	1225	Los Angeles
	B/B763/E	DAL1861	P1300		Cincinnati
	B/B762/E	DAL589	P1605		Atlanta
United	L/B752?E	UAL163	P1100	1118	San Francisco
	B/B762/E	UAL175	P1200	1214	Los Angeles
	L/B752/E	UAL161	P1300		San Francisco
	L/B752/E	UAL167	P1445		San Francisco

L/B752/E UAL159 P1655 San Francisco

If I can be of further assistance, contact me a (b)(2)High .

Mel

FBI FACSIMILE

COVER SHEET

PRECEDENCE

- ☐ Immediate
- ☐ Priority
- ☐ Routine

CLASSIFICATION

- ☐ Top Secret
- ☐ Secret
- ☐ Confidential
- ☐ Sensitive
- ☐ Unclassified

Time Transmitted: 10:00AM
Sender's Initials: JMT
Number of Pages: 3
(including cover sheet)

To: FAA
Name of Office

Date: 11-6-01

Facsimile Number: (b) (1)1.5a

Attn: Douglas Gould
Name Room Telephone

From: FBINQ
Name of Office

Subject: SA Joan-Marie Turchiano

Special Handling Instructions: (b) (6)

Originator's Name: _____ Telephone: _____

Originator's Facsimile Number: _____

Approved: _____

Brief Description of Communication Faxed: "N" 85

N93169

① FSDO → IAD goto AAL →

WARNING

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265A-NY-280350

[redacted] 10/07/2001 2

that if the Cessna's transponder was turned off then he would believe that this Cessna was involved in the terrorist attack on the World Trade Center.

[redacted]s advised that he was informed by other tenants in the apartment building that they also observed this Cessna. [redacted] advised that he will contact [redacted] with witness contact information.

FEDERAL AVIATION
ADMINISTRATION
Air Traffic Investigations
AAT-200

facsimile transmittal

To:	Col Murphy AS CELL	**Fax:**	(b)(6)
From:	Tony Mello	**Date:**	10/12/2001
Re:	UAL 175 notification	**Pages:**	4 pager including cover
CC:	[Click here and type name]		

☐ Urgent ☒ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

Col Murphy,

Attached is the chronology of the events leading up to the crash of UAL 175 on September 11, 2001. This was comprised from ATC voice taped facility logs and notification logs. If you have any questions feel free to contact myself at (b)(2)High (b)(2)High or Doug Gould at (b)(2)High. If you will provide an e-mail address I will send you a power point presentation that covers all of this and if needed we have this detail on AAL 11, UAL 93, and AAL 77 as well. This has already been coordinated through Col Atkins here at HQ and with the FBI.

Tony Mello

United Airlines Flight 175 (UAL175)
Boston – Los Angeles
All times indicated are Eastern Daylight Savings Time

0804:55 Boston Airport Traffic Control Tower (BOS) issues taxi instruction to UAL175.

0814:00 UAL175 begins takeoff roll, runway 9, Boston Logan International Airport. All communications with BOS and with Boston Departure Control are routine and normal.

0823:01 UAL175 establishes radio contact with Boston Air Route Traffic Control Center (ZBW). "Boston, morning, United one-seven-five out of one-nine (nineteen thousand feet) for two-three-zero (twenty-three thousand feet)."

0823:06 ZBW acknowledges UAL175. At this point the controller is busy due to the events surrounding AAL11. The sector is responsible for six aircraft including UAL175. All communications between ZBW and UAL175 appear routine and normal. The flight is subsequently instructed to climb to flight level 310 (thirty-one thousand feet) and after radar handoff, is issued frequency change to contact the New York Air Route Traffic Control Center (ZNY).

0840:32 UAL175 establishes radio contact with ZNY. "United one-seventy-five at flight level three-one-zero."

0840:37 ZNY acknowledges UAL 175. "United one-seventy-five, New York Center, roger."

0841:32 UAL175 transmits to ZNY, "We figured we'd wait to go to your center, we heard a suspicious transmission on our departure out of Boston. Someone keyed the mike (initiated radio communications) and said everyone stay in your seats."

0841:51 ZNY replies, "okay, I'll pass that along." (The controller ensured UAL175's comments were forwarded to the Operations Manager.)

0844:05 US Air Flight 83 transmits to ZNY "I just picked up an ELT (emergency locator transmitter) on 121.5 (emergency VHF frequency). It was brief, but it went off."

0844:09 ZNY acknowledges US Air Flight 83.

0846:48 **UAL175 assigned transponder code of 1470 changes, first indicating 3020, then changing again to 3321. ZNY air traffic computers do not correlate either of these codes with UAL175. Consequently, the secondary radar return (transponder) indicating aircraft speed, altitude, and flight information begins to coast and is no longer associated with the primary radar return.** ***Note: The controller communicating with UAL175 is also monitoring the flight track of AAL11. Based on coordination received from ZBW indicating a possible highjack, most of the controller's attention is focused on AAL11.***

0851:43 **ZNY transmits to UAL175, "UAL175, recycle transponder, squawk code one four seven zero." No response was received from UAL175. The controller makes several attempts, repeatedly trying to contact UAL175 for the next four minutes. During this time, the aircraft is also observed making a left turn and descending.**

0853:24 **ZNY controller coordinates internally, asking other controllers if they see UAL175, or if they know who the unidentified radar target is on transponder code 3321. None of the other controllers reply in the affirmative.** ***Note: The unknown aircraft in this and all following times was later confirmed to be UAL175.***

0855:00 ZNY controller is busy trying to turn other aircraft away from the aircraft believed to be UAL175. The flight track of this aircraft has changed and is now heading southeast bound.

0855:00 *This time is approximate based on personnel statements from ZNY.* A controller-in-charge (CIC) advised the Operations Manager (OM) that she believed UAL175 was also hijacked. The OM advised the CIC that an aircraft had hit the World Trade Center. The CIC began coordinating with the controllers working position and one of the controllers stated that UAL175 appeared to heading "right towards the city." The CIC returned to the OM position and heard a request for military aircraft to scramble. UAL175 was observed in a rapid descent

0855:00 *This time is approximate based on personnel statements from ZNY.* A controller working a different position within ZNY reported that two aircraft , a Delta Airlines flight was given instructions to avoid an unknown aircraft. At about the same time a US Airways flight reported taking evasive action from an unknown aircraft. The controller reported the unknown aircraft was now heading towards New York City. The controller with other controllers speculated that the unknown aircraft was an emergency and was heading for an airport to land.

0900:00 ***This time is approximate based on personnel statements from New York Terminal Radar Approach Control (N90).*** **N90 controller observes an unknown aircraft south of the Newark, New Jersey Airport, northeast bound and descending out of twelve thousand nine hundred feet. The controller observed the aircraft in a rapid rate of descent, and the radar target terminated at the World Trade Center.**

0905:00 N90 received notification from the Newark Airport Traffic Control Tower of a second aircraft striking the World Trade Center.

AAT-20
September 15, 2001
7:00 pm

MAJOR Nol Murphy
Cheyenne Wy.

(b) (6)

(b) (6)

proposing letter for joint chief of Staff on VAL 175

Date: 09/14/2001 2:37 PM
Sender: Jeffery Myers
To: Dick Petersen; Ron Ruggeri; Tom Benson
cc: Jeffery Myers; Anthony Ferrante; Tony Mello; Christine Soucy; Douglas Gould; Dan Diggins; Mary Kate Strawbridge; Brenda Pitts; Cassandra James; Robin Holmes; Lyle Streeter
Priority: Urgent
Receipt requested
Subject: AT FORMAL AIRCRAFT ACCIDENT FILES - SEPTEMBER 11, 2001

Dick Petersen, Ron Ruggeri, Tom Benson;

Our office fully appreciates the efforts of everyone during these unusual circumstances. We have discussed how to best collect all of the necessary data, documents, recordings and rerecordings, information, and miscellaneous notes, etc., for the four accident files and yet not overload anyone particular facility. Based on many factors we are requesting the following regions to direct their respective facilities to be the Air Traffic facility responsible for the final data collection (i.e., put together the formal file):

American Airlines Flight 11 - Boston ARTCC
United Airlines Flight 175 - New York ARTCC
American Airlines Flight 77 - Washington ARTCC
United Airlines Flight 93 - Cleveland ARTCC

Jeffery A. Myers

Date: 09/17/2001 8:27 AM
Sender: Douglas Gould
To: Ron Ruggeri; Tom Benson; Dick Petersen
cc: Tony Mello; Anthony Ferrante; Craig Buma; Art Blank; Bertrand R Ouellette; Freddy Valerio
Priority: Urgent
Subject: Action items remaining open

Good Morning all,

I have to thank all of you for the incredible dedication and work that you've all done this past week. I apologize that some items had to be duplicated, but we've had a lot of data coming in.... Unfortunately several more IOU's are still awaiting completion. Below you will find a list of items needed ASAP. Please review and forward either electronically, fax or overnight.

AEA The IAD wave files are up on ANE's site in a folder labeled IAD and DCA.

AAL11:
Transcript
I have LCE, ID, SL, ZBW TMU and K90/HST.
All other facilities that spoke with AAL11 and communication ref. Hijack/accident that is on a recorded line, including with the Military/NEOD/NORAD or any other agency.
Voice re-recording
Certified Cassettes of all communications with AAL11 and coordination of said aircraft
Wave recording of all pertinent transmission to or from AAL11
Flight Progress strip from all facilities
Employee Statements

UAL175
Transcript
I have BOS GC, LCW, ID, SL, ZBW 47R, 20R, ZNY R42 AND HUNTRESS.
All other facilities that spoke with UAL175 and communication ref. Hijack/accident that is on a recorded line, including with the Military/NEOD/NORAD or any other agency.
Voice re-recording
Certified Cassettes of all communications with UAL175 and coordination of said aircraft
Wave recording of all pertinent transmission to or from UAL175
Flight Progress strip from all facilities
Employee Statements

AAL77
Transcript
I have outbound IAD GC, LCW, ND, NH, ZDC R05 R03, ZID HNN R, HNN RA, DAC R, DAC RA.
(need inbound from IAD and DCA)
All other facilities that spoke with AAL75 and communication ref. Hijack/accident that is on a recorded line, including with the Military/NEOD/NORAD or any other agency.
Voice re-recording
Certified Cassettes of all communications with AAL75 and coordination of said aircraft
Wave recording of all pertinent transmission to or from AAL75
Flight Progress strip from all facilities
Employee Statements

UAL93
Transcript
I have EWR GC2, GC, LC and ZOB R49 AND R67.
All other facilities that spoke with UAL93 and communication ref. Hijack/accident that is on a recorded line, including with the Military/NEOD/NORAD or any other agency.
Voice re-recording
Certified Cassettes of all communications with UAL93 and coordination of said aircraft
Wave recording of all pertinent transmission to or from UAL93

Date: 09/25/2001 3:25 PM
Sender: Karyl DiDiana
To: Dan Diggins; Douglas Gould
cc: Anthony Ferrante; Karyl DiDiana; Craig Buma; Dick Petersen
Priority: Normal
Subject: Fwd:List of Radar Data released to AAT200

Doug/Dan

Per your request here is a list of the file names for the data posted to the website from ZOB ARTCC for UAL93 which includes 13 NTAPs.

Karyl DiDiana
AGL-505.1

Forward Header

Subject: List of Radar Data released to AAT200
Author: Garry O'Connor
Date: 9/25/01 3:29 PM

Hi Karyl

The following is a lost of file names of NTAP data released to AAT200:

UAL93.file1-6
UAL93.File8-13

File UAL93.file7 was a duplicate file that I remove from the file. UAL93.file1-13 were posted to the FTP site on 09/17/01.
Thanks
Garry

U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Voice Tapes
UAL93

Date: September 27, 2001

From: Quality Assurance Manager,
ZOB-505

Reply to
Attn. of: O'Connor
(b)(2)High
FAX

To: Robin Holmes, AAT-200

The enclosed cassettes were requested for the investigation of Aircraft Accident involving UAL93 by Doug Gould.

If you have any questions contact Garrett O'Connor Cleveland ARTCC Operations Support Specialist at (b)(2)High

Robert G. Herak

Enclosurse:2

U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION**: AAT-200 Request, Aircraft Accident, UAL175

Date: September 27, 2001

From: Quality Assurance Support Specialist, ZBW-505.4

Reply to Attn. of:

To: Manager, Investigations Division, AAT-200
ATTN: Doug Gould

Per your request, attached are the following certified voice rerecordings concerning UAL175 on September 11, 2001.

Boston ARTCC Sector 47 Radar Position.

Boston ARTCC Sector 46 Radar Position.

Boston ARTCC Sector 20 Radar Position.

If we can be of further assistance, please contact the Quality Assurance Office at (b)(2)High

Rusty Baird

Rusty Baird

Attachments

Date: 9/28/2001 8:06 AM
Sender: Art Blank
To: Douglas Gould
Priority: Normal
Subject: Fwd:CDR UAL175

_____Forward Header_____
Subject: CDR UAL175
Author: Gail Gordon
Date: 9/26/2001 12:41 PM

Art, he is the info you wanted on UAL175.

Gail

_____Forward Header_____
Subject: 09-11-01 12:00:00- 13:00:00 TG TD
Author: Mike Orlando
Date: 9/26/01 12:35 PM

UAL175_TG_TD.exe

Cleveland ARTCC Communkications recordings re:UAL93, September 11, 2001
(as of September 19, 2001)

Franklin radar (FKL-R) 1301-1331 UTC, with transcript.

Lorain radar (LOR-R)	1314-1333	With transcript.
	1333-1344	
	1344-1400	Three tapes were required to cover the appropriate period of time due to pulling the first one prior to the completion of the event, all three are on one transcript.
Allegheny radar (AGC-R)	1338-1401	No transcript at this time.
Imperial radar (IRL-R)	1344-1418	With transcript but without times, thus far.
Imperial radar associate (IRL-D)	1355-1416	No transcript.
Indian Head radar (IHD-R)	1358-1410	With transcript.
	1409-1421	Two tapes were required to cover the appropriate period of time, one transcript both.
Westmoreland radar (WMD-R)	1348-1409	With transcript but without times, thus far.
Military Operations Specialist (MOS)	1401-1403	With transcript.

Only the Franklin and Lorain sectors had communication with UAL93, the other positions and sectors had communications about the aircraft with other aircraft or positions.

Date: 9/28/2001 8:16 AM
Sender: Art Blank
To: Douglas Gould
Priority: Normal
Subject: Fwd[2]:IAD Statements

_____Forward Header_____
Subject: Fwd:IAD Statements
Author: Ron Ruggeri
Date: 9/14/2001 8:06 AM

_____Forward Header_____
Subject: IAD Statements
Author: Ramon Claudio
Date: 9/13/2001 12:59 PM

Mr. Ruggeri,
Attached are the Dulles' Controller statements in .pdf format.
Ramon Claudio

IAD Controller Statements.PDF